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Which evaluation criteria are the most important to you? Please circle your three most important criteria.

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Maximize rail transit connections and accessibility

Maximize service to and promotion of

transit-oriented development

Allow for incremental implementation

Minimize operating and capital costs

Minimize impacts to freight service

Minimize impacts to low-income/

minority areas

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High-Speed Train Program  The California High-Speed Rail Authority, in partnership with the Federal Railroad Administratic preparing a Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) to preferred high-speed train alignment and station locations between the Bay Area and the Centre Please tell us any issues, concerns or questions you believe should be addressed in this "Bay A Central Valley High-Speed Train Program EIR/EIS."  I thinkbutthe HST Conned San Prancis directly is very impertant.					
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# Laying the Tracks for Bay Area Regional Rail

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#### Land Use-Transportation Links

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Urban Density Oriented with Jobs within reach of mass Transiti Bus/Trains











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- OPERATING COSTS.
- 3 CAPITAL COSTS
- (F) IMPACTS ON WETLANDS / WILDLIFE HABITATS.





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The big question is what makes the few elite people
who will use this service so important that everyone
else has to spend thousands of dollars to subsidize trips
on less routes a bit faste chan they can be done today
We already have too wan people wase actual travel
costs to de economy are much more han every cent they
pay in local state and federal taxes. Our economy can't to
week work of this.





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You should take this passentation to howelless shalter' and food banks and ket chens to explain the benefits theoften the people there would get from those proposals. Perhaps you will learn what is really important.



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The As long as transit is the only fully - access ible transportation by law, it wakes more sense that all development be transit - accessible.

Anything else is red-liming











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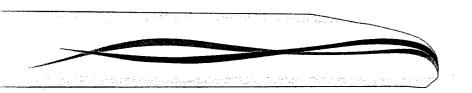
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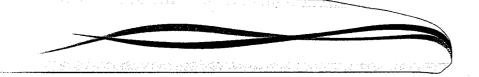
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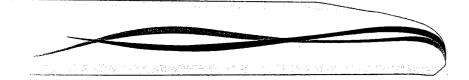


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We need more projects like the Fruit rule Transit Village

Not just in the urban ware but also in suburbs











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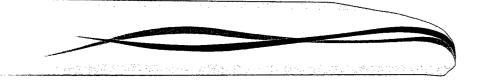
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November/December 2005

# Regional Rail Plan Comment Folder

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# Laying the Tracks for Bay Area Regional Rail

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# **Land Use-Transportation Links**

**A. Planning for Future Growth.** Congestion is a problem that is expected to grow as the region adds people and jobs. This station outlines a regional plan for managing that growth in such a way that links land use and transit — making it easier to get around while preserving the beauty and quality of life in the region. New transit-oriented developments include a mix of land uses such as housing, retail and services that are located around rail stations or key bus stops.

Do you feel transit-oriented developments make sense for the Bay Area? Yes No For your community? Yes No For yourself? Yes No Please explain.

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Below are some evaluation criteria that likely will be used to assess proposed rail networks.

Which evaluation criteria are the most important to you? Please circle your three most important criteria.

Maximize ridership/revenue potential

Maximize rail transit connections and accessibility

Maximize service to and promotion of transit-oriented development

Allow for incremental implementation

Minimize operating and capital costs

Minimize impacts to freight service

Minimize impacts to low-income/minority areas

Minimize impacts to natural resources

Are important criteria missing	from this list	? Please suggest	additional criteria voi	IJ
believe should be considered.		•	,	_

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Cultural resources regarding existing railroad infrastructures. Specifically, upgrading existing train stations to promote cultural impact of the stations located in urbanareas.
specifically, aparading existing train stations to promote
cultural impact of the stations located in urbanareas.



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How will gutos etratic to the stations-species location to other transit systems; where will on "foot" troffic be impacted?	& sedestrians
or "foot" troffic be impacted?	/





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Unlike Europe, transit oriented use in the U.S is woe fully inadequate. Inturope stations are experiented as a virtal part of their community. If stations are appealing the area prospers











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Good Work - you've done your home





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How will you get the word on to Bay Area citizens about 7 Monts of this plan?



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Transit makes it easier for people to get to their jobs wort relying on highway travel or spending more on gas











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Maximize	ridership.	/revenue	notential
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# Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.

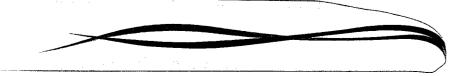
-Minimize door-to-door trip times for
Maximum number of users.
- Minimize number of transfers.
- Maximize commercial + residential +
Cultural the of 5 development of
Stations Iteranna (5.
Does project connect to a Regional
transer hub & + local transit heegistens.



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People want transportation that is fast, confortable

and meets our schodule needs. (urrently, the

and meets our schodule needs. (urrently, the

and odevelopment patterns ensure that automobiles meet

that need. This must change because it lowers Que

B. A Rail Primer. This station shows the Bay Area's vision for transit expansion, as well as planned rail











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Are important	
haliava shaula	criteria missing from this list? Please suggest additional criteria you
believe snould	be considered.
	It's a great idea to consider retrofitting BART
	a standard opinge to lower all future costs
	o standard gauge to lower all future costs of running the trains
High-Speed	Train Program
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preparing a Prog	tram Environmental Impact Report/Environmental Impact Statement /EID /EIC) + 15 - 216
preferred high-sp	eed train alignment and station locations between the Bay Area and the Control Valley
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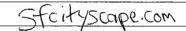
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AP 46 10	Maximize ridership/revenue potential	Minimize operating and capital costs
TIPAIN	Maximize rail transit connections and accessibility	Minimize impacts to freight service
10 10	Maximize service to and promotion of transit-oriented development	Minimize impacts to low-income/ minority areas
	Allow for incremental implementation	Minimize impacts to natural resources
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EXCEPTENT MEETING



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CHARRENE RAINES HERCULES CATTY COUNCIL

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MAXIMIZE TOTAL SYSTEM COST-ESPECTIVENESS

MEASURED BY FULLY ALLOCATED (& DEPRECIATING)

COST OF CAPITAL (INCLUDING INTEREST) AND

OPERATING COST PER NEW RIDER ATTRACTED TO

THE SYSTEM,

PO NOT CONSIDER HOR INDEPENDENT OF REGIONAL RAY

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CAPACITY COST COST-EFFECTIVENESS AND OPERATIONAL EFFICIENCY

REASONS! MIXED-USE IS AN INCREASINGLY LOSING PROPOSITION

High-Speed Train Program AS REFULT CAPACITY LOUTRACTS

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  LANNOT BE STUDIED PLANNED, IMPLEMENTED OR OFFRATED

  IN VACUUD.
- B) SEE ABOVE COMMENT RE GULLY ALLOCATED LOST EFFECTIVENESS
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  (~ 16 toms/direction/horr) OF HSR UNE, FAR BEYOND NEEDED

  CAPACITY FOR EXCUSIVE LONG-DISTANCE THIS TRAVEL
- 4) FRA VEHICLE DESIGN IS A RECIPE FOR DISASTER.

  ADORT VIC OR SAPANESE DESIGN CRITERIA UNCHANGED



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WILL HAPPEN AS A RESULT OF MARKET PORCES. REALISTING SHEAKING THERE ARE FEW CREENABLDS IN PLAY; TOD IS A NICE POLICY, BUT ITS HAPPENING ANYWAY.











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#### Land Use-Transportation Links

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Do you feel transit-oriented developments make sense for the Bay Area? \ Yes \ No For your community? (Yes) No For yourself? (Yes) No Please explain.











Below are some evaluation criteria that likely will be used to assess proposed rail networks.

Which evaluation criteria are the most important to you? Please circle your three most important criteria.

Maximize ridership/revenue potential

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Maximize service to and promotion of transit-oriented development

Allow for incremental implementation

Minimize operating and capital costs

Minimize impacts to freight service

Minimize impacts to low-income/ minority areas

Minimize impacts to natural resources

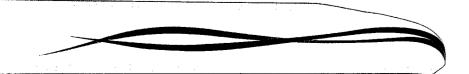
Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.								
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Consider the expected passenger base - the most profitable customers are business towellers (from LA at elsewhere) and they aren't likely interesting in visiting the East Bay. They mainly want to visit downtown SF + Silicon Valley. Therefore the alignment must include the South Bay (ie. Pacheco Pass) instead of Altamont.





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Ideally the rarious Bay Area transit agencies would be merged into a single coordinated agency.



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Transit-oriented dylamts Make sense, but they are unrealistic in Most parts of the Bay Area. Major transit investments Should focus primarily on the high density urban core of St. Caland, Peninsula, and East Bay shore suburbs.

B. A Rail Primer. This station shows the Bay Area's vision for transit expansion, as well as planned rail projects in neighboring counties. Information on freight and ports describes the interactions between pas-

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Minimize impacts to freight service

Minimize impacts to low-income/ minority areas

Minimize impacts to natural resources

Are important criteria missing	from this list? Please su	aaest additional criteria vou
believe should be considered.		99

Make current stations to be better.	
Balboa Pk should be one of the station	
that deserves huge bur stops the Millon	-e
BART. Need to make use of the space	٤
need to update and modernize current	_
stations, don't nant to see new and of	d
stations have by differences.	_

6

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Will the air travel business be affected?
Will HSR replace Son Joaquen tran (Amtority)
Some people man prefer trains not morning too fast - view scenery.
too fait - view scenery.
Time 73 not always a concern
Station location is also important - located
need to educate other people the advantages of
Hodging HSR.



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Sarta Clara VTA — the planner of BART Extension, come here to talk about it!

3

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Absolutely. adk to statem high ordershop,











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Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.

Don't be constrained by the past or perceived funding issues.

Think by about what is needed instead of the hering w/
systems that we less efficient just b/c its easier. We
weed to develop a strong plan first and then build conjunges
and the political will to varse the warry to pay for everything
People will spend the many if they see the benefits. Citavite
not all projects or locations are deserving of significant support
and investments should be channeled towards the top needs.

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-Shortest	trave	times	fran	Bour	tres	4	Cathern	California
- Showed in	fisstr	refere	رس/ ca	min	fer (	'aui	dor roil	

- Accessibility to the grestest winter of potential vides

Do it right, not just chesply





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Son Francisco (ween Porty 1028A Howard St / SF CA 94103 Attn: Transportation working (map)



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We need to maximize the value of infragrative by building transit of people is efficiently is presible to disincensivize sorre Built-in whichip is well as development feel will pay for Aprilatings











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I fully support linking to land use.	alignment and	Slation	posit assessment
to land use.			
		<u>-</u> .	



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that serves our three major centers. SF, SJ, and Oakland: Heary
should the alignment should allow for shows service to show settless,
when those cities. Let the existing rail services get local trops to
these hubs-dovid build too many HSR stations. The alignment out of
the Bay Area should also be fast. Don't build so many stations in the
Central Valley unless they can demonstrate their land use planning can
justify the densities around the HSR AND local service. Tucrosse
local Ein Services in the Central Valley and let them collect pages to
connecting



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Do you feel transit-oriented developments make sense for the Bay Area? (Yes) No For your community? (Yes) No For yourself? (Yes) No Please explain.

I live in Oakland - the historic and perfect place for

TOD - I commute to SF and would love to live in a new

TOD - I currently live in an apartment complex close to BART but would love to see add! investment in housing choices near transit.

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pacts to freight service  pacts to low-income/  as  pacts to natural resources  at additional criteria you
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# CHSRA Son Francisco 12/1



# Screening and Evaluating Rail Ideas

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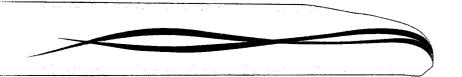
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GEORGIA MONORAIL CONSOLTIUM - DAVE GALLO - REP. 3515 WEBSTER ST SAN FRONCISCO, CA 94123



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CONSESTION + POLLUTION + TRAFFIC ACCIDENTS MAKE PUBLIC RAIL

TRANSPORT A REquiled NECESSITY - AUTOS ARE "KING" BECAUSE THEY

OFFER Cheap Convolient Travel - Public RAIL MUST DO The Same











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Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.

1) Connectivity

1 connectivity = 1 ridership

ned to attract new transit viders - not morning existing viders and new modes.

(2) maximize new transit riders, i.e. Shifting the status que from cars to transit.

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CA HSR must some downtown San Francisco.
The new Translaw Transt Certic is being designed to accomplate HSR + will provide the Key connectivity for The regim.

San Francisco will undowstally continue to be the continuation of the Bay Area - and a more sympicant downwalm in the Hole than Outland or San fose will ever be. Don't shoot CAHER in the foot by not hairly it came into downtown St. The Translay Transl Certo with provide The slamless connectivity to The rest of the region.



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The region can not afford to continue growing without TDD. We need to implement to as a fast step in a recessary faraligm shift—Out of care, towards clear











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¢ (	Maximize ridership/revenue potential
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Central valley riigh-speed train Program Elk/Els.
- Maximize potential for service (incl.
tuture expansion \ to San Francisco
as the primary deshit nation for business, leisure and long-distance
business, leisure and long-distance
Carring the
- most cost-effective and shortest trip-time
most jost-effective and shortest trip-time
minimize impacts or notural environment
& probabel Environmental resources



November/December 2005

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Your comments are important to us! Please visit each station to learn more about the Bay Area Regional Rail Plan. Use this booklet to write down your vision for rail service in the Bay Area. Help us brainstorm about possible rail extensions of existing service and new rail routes, and give us your thoughts on how to evaluate the different rail ideas. Please return this folder to the Welcome Station at the end of today's meeting!



#### Welcome!

Welcome to today's meeting on the Bay Area Regional Rail Plan. Please make sure you **sign in** so we can keep you updated on the progress of the study over the next 18 months. **Please take this comment folder** and visit the stations around the room before the presentation and group discussion.



#### Laying the Tracks for Bay Area Regional Rail

The station describes the project's purpose and timeline. Please share your comments, issues or questions about the planning process. Please let us know of organizations or individuals you want to make sure are invited to future meetings about the Regional Rail Plan.

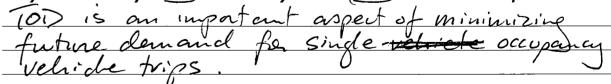
- Transham Joint Powers And Staff



# **Land Use-Transportation Links**

**A. Planning for Future Growth.** Congestion is a problem that is expected to grow as the region adds people and jobs. This station outlines a regional plan for managing that growth in such a way that links land use and transit — making it easier to get around while preserving the beauty and quality of life in the region. New transit-oriented developments include a mix of land uses such as housing, retail and services that are located around rail stations or key bus stops.

Do you feel transit-oriented developments make sense for the Bay Area? Yes No For your community? Yes No For yourself? Yes No Please explain.













Below are some evaluation criteria that likely will be used to assess proposed rail networks.

Which evaluation criteria are the most important to you? Please circle your three most important criteria.

Maximize ridership/revenue potential

Maximize rail transit connections and accessibility

Maximize service to and promotion of

transit-oriented development

Allow for incremental implementation

Minimize operating and capital costs

Minimize impacts to freight service

Minimize impacts to low-income/

minority areas

Minimize impacts to natural resources

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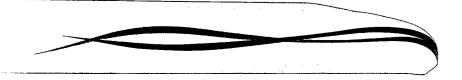


# High-Speed Train Program

The California High-Speed Rail Authority, in partnership with the Federal Railroad Administration, is preparing a Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) to identify a preferred high-speed train alignment and station locations between the Bay Area and the Central Valley. Please tell us any issues, concerns or questions you believe should be addressed in this "Bay Area to Central Valley High-Speed Train Program EIR/EIS."



AS PART OF THE ALTAMONT STUDY RE-EVALUATE THE SAN TOSE AND CAKLAND CONNECTIONS. THERE ARE 3 RAIL ROUTES BETWEEN STZOAK AND ALL SCHOULD BE STUDIED, ALSO THERE IS NO NEED FOR A HIR LINK TO DARKAND WITH ADEQUATE BART SERVICE.





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